

Message Text

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ACTION EB-08

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00
DODE-00 DOTE-00 INR-07 NSAE-00 FAA-00 L-03 /033 W
-----051819Z 069997 /47

R 051738Z APR 77

FM AMEMBASSY PARIS

TO SECSTATE WASHDC 1439

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E.O. 11652 N/A

TAGS: EAIR, FR, US

SUBJ: CIVAIR: NATIONAL'S MIAMI-PARIS AUTHORITY

REF: STATE 69263

1. AFTER CHECKING WITH NATIONAL AIRLINES' REP TO LEARN CURRENT STATE OF PLAY IN CARRIER'S DISCUSSIONS WITH DGAC, WE PHONED ESPEROU END OF LAST WEEK TO INQUIRE ABOUT STATUS OF NATIONAL'S AUTHORIZATION AND TOOK THE OCCASION TO RAISE THE QUESTION OF ADVANCE ADVERTISING (REFTEL). OBJECTIONS WHICH ESPEROU ADVANCED RATHER HALF-HEARTEDLY (E.G., ADVERTISING IN ABSENCE OF GOF AUTHORIZATION WOULD BE "FALSE ADVERTISING" AND MIGHT BE ILLEGAL) SOON VANISHED THANKS TO EXCELLENT AMMUNITION DEPT. HAD PROVIDED US IN REFTEL. WE HAVE ACCORDINGLY INFORMED NATIONAL THAT DGAC NO LONGER HAS OBJECTIONS TO COMMENCEMENT ADVERTISING OF MIAMI-PARIS SERVICE IN FRANCE SO LONG AS IT IS QUALIFIED AS STILL SUBJECT TO GOVERNMENT APPROVAL.

2. NATIONAL REP HAD TOLD US THAT FOLLOWING FURTHER TALKS PREVIOUS WEEK ESPEROU WAS STILL "VERY VAGUE" ON WHEN GOF AUTHORIZATION MIGHT BE FORTHCOMING.

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DURING OUR CONVERSATION WITH ESPEROU, HE SAID NATIONAL HAD NOW SUBMITTED ALL TECHNICAL DATA GOF REQUIRED AND AUTHORIZATION WAS BEING PROCESSED. HOWEVER, WE GAINED THE IMPRESSION THAT WHAT WAS BOTHERING ESPEROU WAS CONFUSION OVER JUST WHAT THE GOF WILL BE LETTING ITSELF IN FOR. DGAC HAD UNDERSTOOD THAT CAB HAD AUTHORIZED MIAMI-PARIS

SERVICE BY NATIONAL FOR ONLY THREE MONTHS, BUT FRENCH EMBASSY WASHINGTON HAD REPORTED NATIONAL'S VICE PRESIDENT- INTERNATIONAL AS SAYING THAT NATIONAL HAD WANTED THIS ROUTE FOR A LONG TIME AND WOULD CLEARLY BE COMING TO PARIS IN JUNE TO STAY. ESPEROU SAID BROCK HAD TAKEN MUCH THE SAME LINE IN MEETING WITH HIM IN PARIS LAST WEEK. AUTHORIZATION OF THREE-MONTH SERVICE AS AN OFFSHOOT OF THE US-UK TALKS WAS ONE THING, SAID ESPEROU, BUT IF NATIONAL SERVICE WAS IN FACT TO BE PROLONGED BEYOND THAT PERIOD AND BECOME PERMANENT THEN THE IMPLICATIONS OF THIS IN THE CONTEXT OF THE US-FRANCE BILATERAL WOULD OBVIOUSLY REQUIRE MUCH MORE EXHAUSTIVE STUDY ON THE FRENCH SIDE. ESPEROU ASKED IF WE COULD CLARIFY THE MATTER.

3. IN REPLY WE NOTED THE TWO-FOLD RATIONALE THAT UNDERLAY NATIONAL'S APPLICATION TO THE CAB, BUT WE NOTED THAT THE CAB HAD JUSTIFIED ITS AUTHORIZATION SOLELY IN ORDER NOT TO AVOID INCONVENIENCE TO THE TRAVELING PUBLIC IN THE EVENT OF SUSPENSION OF NATIONAL'S SERVICE TO THE UK AND HAD LIMITED THE AUTHORIZATION SPECIFICALLY TO THREE MONTHS. MOREOVER, THE CAB HAD STRESSED THAT ITS AUTHORIZATION WAS WITHOUT PREJUDICE TO EVENTUAL FINDINGS IN THE TRANSATLANTIC ROUTE PROCEEDING. IT WAS OBVIOUS, WE CONTINUED, THAT NATIONAL HOPED THAT THE SERVICE WOULD BECOME PERMANENT, LIMITED OFFICIAL USE

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ESPECIALLY SINCE NATIONAL HAD APPARENTLY BEEN THE ONLY US CARRIER REQUESTING THE MIAMI-PARIS ROUTE UNDER THE TRANSATLANTIC ROUTE PROCEEDING. BUT AS THINGS STOOD TODAY, IT WAS OUR UNDERSTANDING THAT NATIONAL HAD NO ASSURANCE OR GUARANTEE WHATEVER FROM THE CAB THAT THE AUTHORIZATION TO SERVE PARIS WOULD BE EXTENDED BEYOND THE THREE-MONTH PERIOD FOR WHICH IT HAD BEEN GRANTED. IT WAS THEREFORE ON THIS THREE-MONTH PERIOD THAT THE DGAC SHOULD FOCUS. WE ADDED THAT THERE SEEMED TO BE NO PROBLEM ON THE FRENCH SIDE FOR WE UNDERSTOOD AIR FRANCE HAD NOT SUBMITTED ANY COMMENT WHILE NATIONAL'S APPLICATION WAS PENDING BEFORE THE CAB. ESPEROU REMARKED WRYLY THAT EVEN HE FOUND IT DIFFICULT SOMETIMES TO UNDERSTAND AIR FRANCE.

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ACTION EB-08

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00
DODE-00 DOTE-00 INR-07 NSAE-00 FAA-00 L-03 /033 W
-----051813Z 070090 /47
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4. WE REMINDED ESPEROU THAT GOF ACKNOWLEDGEMENT
OF OUR DESIGNATION OF AMERICAN AIRLINES SOME
MONTHS AGO HAD TAKEN ONLY TWO WEEKS. ESPEROU
REPLIED THAT SERVICE TO PARIS WAS A QUESTION
OF A DIFFERENT ORDER OF MAGNITUDE THAN SERVICE
TO THE WEST INDIES.

5. COMMENT: WE THOUGHT IT BEST AT THIS
STAGE NOT TO POUND THE TABLE TOO HARD TO
INSIST ON RAPID PROCESSING OF NATIONAL'S
AUTHORIZATION. ESPEROU'S CONCERN OVER DURATION
SUGGESTS THAT THE DGAC MAY INDEED BE TEMPTED TO
TRY TO MAKE US PAY FOR A MIAMI-PARIS ROUTE OVER
THE LONG TERM RATHER THAN SIMPLY ACCEPTING IT AS
OUR DUE UNDER THE PRESENT CIVAIR BILATERAL.
THE THREE-MONTH AUTHORIZATION SHOULD POSE NO
PROBLEM AND OUR ASSURANCES TO ESPEROU MAY HAVE
BEEN HELPFUL. ESPEROU HAS NOW BEEN ALERTED TO
THE EMBASSY'S INTEREST AND WE CAN FOLLOW UP
WITH HIM MORE ENERGETICALLY LATER IF THE SITUATION
SHOULD WARRANT IT.

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6. SUBSEQUENT TO DRAFTING THE ABOVE WE RECEIVED FROM ESPEROU A COPY OF A FULL PAGE AD BY NATIONAL AIRLINES IN HOUSTON POST OF MARCH 14 ANNOUNCING THE MIAMI-PARIS SERVICE. (COMMENT: AD IS OF COURSE DIRECTED SQUARELY AT AIR FRANCE'S HOUSTON-PARIS MARKET.) AD DOES NOT MENTION THAT NEW SERVICE IS SCHEDULED OPERATE ONLY FOR THREE MONTHS. NOR DOES AD INDICATE THAT SERVICE IS STILL SUBJECT TO GOF APPROVAL, WHICH PROMPTED ESPEROU IN ACCOMPANYING NOTE TO COMMENT SARCASTICALLY THAT "OUR FRIENDS FROM NATIONAL AIRLINES DO NOT SEEM VERY CONCERNED OVER THE REACTIONS OF THE ADMINISTRATION TO THEIR PUBLICITY." GAMMON

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Message Attributes

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Concepts: COMMERCIAL AIRCRAFT, PROGRESS REPORTS, AIR ROUTE APPLICATIONS
Control Number: n/a
Copy: SINGLE
Sent Date: 05-Apr-1977 12:00:00 am
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Disposition Approved on Date:
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